

REPORT NO. [REDACTED]

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INFORMATION REPORT

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SUBJECT: Minsk Airfield (SR)

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SUPPLEMENT TO  
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1. The airfield was just south of the Minsk (53°50'N/27°35'E)-Moscow railroad line, into Russian SSR, in the fork between the railroad line and the Minsk-Mogilév (53°54'N/30°21'E) road. The occupation and flying activity observed indicated that it was a military airfield. Except for a flight control station, no buildings were seen. Construction work in process in the woods east of the field was visible. Building material such as timber, cement, gravel, bricks, etc., were hauled to the building site. As far as discernible from the distance, hangars, billets and tank installations were being constructed. \* There were no boundary lights.
2. The field was occupied by more than 100 fighters, low-wing monoplanes with in-line engines and retractable landing gears, and about 120 biplanes. Local flights were made continually. The billets, tents, were in the woods east of the field. \*\*
3. The airfield east of Minsk, about 2 km north of the road to Mogilév, had a circular taxiway about 15 meters wide. There were four hangars. \*

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4. The field was occupied by a out 60 fighters, which were low-wing monoplanes, and some biplanes. The planes made training flights. About 600 to 800 soldiers were stationed at the field. \*\*
5. The airfield east of the tractor plant extended about 2 to 3 km in an E-W direction and 3 to 4 km in a N-S direction. Some barracks buildings and three corrugated sheet metal hangars, each 15x20x60 meters, with arched roofs, were located on the edge of the field. \*
6. The field was occupied by 12 to 15 twin-engine Douglas planes without windows and by 12 to 15 single-engine trainers. About 5 or 6 of the twin-engine Douglas planes took off and landed daily. The trainers continually made local flights. \*\*
7. The airfield east of the tractor plant was bordered by woods on the east and south. Buildings were located only in the eastern woods. A large airport building was definitely seen but hangars and barracks buildings could not be clearly identified. \*
8. Two or three large four-engine aircraft were permanently parked on the eastern edge of the field and about 20 biplanes on the southern and western edges. About three or four trucks, occupied by civilians, arrived daily from Linsk. The civilians, who wore helmets, were probably given flight training at the field. No air force soldiers, except a few officers, were seen. Flying was taught in small biplanes, some of which were replaced by small monoplanes in the summer of 1940. Parachute jumps were seen occasionally. \*\*

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Comment. The report shows the progress of construction work on the field installations from 1948 to late 1949. Some barracks buildings, three or four hangars, and some other buildings were constructed, mainly in the wooded eastern section of the field.

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\* Comment. Since the statements on the occupation of the field differ in this report, as in previous reports, a continuous change in occupation is believed probable. A pilot school, probably of the WOSAP, is still believed to be permanently stationed at the field. The field seems to be used frequently for intermediate landings.

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